

hardy, not to say disastrous, if we attempted to solve these problems or reach these goals by single-minded action.

This Metropolitan Area Traffic Council, which has been in operation for eight years, is a sterling example of this "metropolitan approach" to our problems. The State of Maryland, and the two Maryland counties which flank the District on this side of the Potomac, are proud to be a part of this brotherly movement

The idea of cooperation is nothing new to the states of Virginia and Maryland. And although our history is marked with a few incidents of bitterness over boundaries and the control of the great river that divides us, the relationship has been one of friendliness and cooperation. The compact under which these two sister states undertook to regulate the Potomac River and the mouth of the Chesapeake Bay is older than our Republic. A renewal of this compact Maryland hopes will be accomplished soon

Within the limited time allotted to me this morning, I had hoped to review with you some of the things Maryland is doing in traffic control and traffic safety that affects this metropolitan area. First of all, I should like to speak of our program of highway engineering in this area. We have, as most of you know, I am sure, concentrated on a program of constructing adequate radials leading from the suburban counties into downtown Washington. Every traffic study we have made has pointed up the need for such radials. There is, of course, a great need also for a lateral movement of traffic that could be supplied by a highway such as the Capitol Beltway. But the radials that have been assigned first priority, on the theory of "first things first." And so, our State Roads Commission has decided that in its five-year program it will use the bulk of the money allocated to the Washington area to the construction of the radial roads For this period approximately \$74,000,000 is to be spent, on all types of highways, in the Washington Metropolitan area. It may be noted here that the total for the entire State of Maryland for that 1960-1965 period is \$370,000,000. And so you see, we are to spend about 25 percent of our total in this suburban area of our nation's capital. Traffic studies have been made, pointing up the need for increasing the capacity of radial highways and sustaining our decision to give first priority to the construction of this type highway What we are doing now might be described as "filling in the gaps"—filling in the gaps so that the people who drive from suburban communities downtown, or the reverse, may travel uninterruptedly over a good,